

SECTION 10. HIGHWAY SETBACK LINES & ROADSIDE REGULATIONS

10.1 Classification and Setbacks

For the purpose of determining the distance buildings and other structures are set back, the roads and highways of the township are hereby divided into the following classifications according to the Wisconsin Department of Transportation 1980 Functional Classification System or a locally adopted Transportation Plan.

(1) Arterial Highways

(A) The setback line for Arterial highways shall be 150 feet from the centerline of the highway or 100 feet from the right-of-way line whichever is greater.

(B) Frontage roads to Arterial highways shall be considered as local roads for the purpose of determining the setback along said service roads.

(C) Minimum Road right-of-way shall be 100 feet.

(2) Collector Roads

The setback for collector roads shall be 90 feet from the centerline or 50 feet from the right-of-way line, whichever is greater. Minimum road right-of-way shall be 80 feet.

(3) Local Roads

The setback for local roads shall be 85 feet from the centerline or 50 feet from the right-of-way line, whichever is greater, except that in the R-1 District the setback shall be 25 feet from the right-of-way line and in the B-1 District the setback shall be 30 feet from the right-of-way line on a sewered lot. Minimum road right-of-way shall be 70 feet.

(4) Lesser Setbacks

Lesser Setbacks may be permitted by the Planning and Zoning Committee in cases of unusual topography, or existing patterns of lesser setbacks of buildings on nearby properties or varying alignment of highway right-of-way lines. A setback less than the setback required by this Ordinance may be permitted where there are at least five (5) existing main buildings existing at the date of enactment of this Ordinance within five hundred (500) feet of the proposed site that are built to less than the required setback. In such case, the setback shall be the average of the nearest main building on the one side and the required setback. Such setback shall be granted by a permit from the Planning & Zoning Committee and shall not require a special exception or variance.

(5) Special Width Road Right-of-Ways

Road right-of-ways which are indicated as a Special Width Road in adopted transportation plans shall be used to establish minimum setback requirements and in the division of land.

10.2 Vision Clearance at Intersections

In each quadrant of every public street, road or railroad intersection, there shall be designated a clear vision triangle, bounded by the street or road centerlines and a line connecting points on said centerlines at a specified distance from their point of intersection, in the manner illustrated hereinafter and titled Basic Illustration Of Clear Vision Triangles.

The use of the term "triangle" in this section shall not be construed to preclude reasonable modifications of a triangular shaped area, including modifications occasioned by the existence of curving streets or roads.

The term "centerline" in this section shall be interpreted as follows:

- (1) Where there is an undivided pavement within a right-of-way, the centerline shall be the centerline of that pavement, irrespective of whether or not that coincides with the centerline of the right-of-way.
- (2) Where there is a divided pavement within a right-of-way, the centerline shall be the centerline of the median strip between the pavements, except as specified in subsection 3 below.
- (3) Where there is a divided pavement within a right-of-way, and the distance between the centerline of the pavements, measured along the centerline of the intersecting street or road, is 60 feet or greater, the centerlines of the pavements shall be used separately, in the manner illustrated hereinafter and entitled Illustration Of Designation Of Centerline For Clear Vision Triangles, to designate the clear vision triangles.

The distance specified from the point of intersection of the centerlines to the aforesaid points on the centerlines shall be as specified in the table as follows:

| <u>Classification</u> | <u>Triangle Side Distance</u> |
|-----------------------|-------------------------------|
| Arterial | 300 ft. |
| Collector | 200 ft. |
| Local | 150 ft. |

Within the clear vision triangle, no object shall be allowed above a height of two and one-half feet above the average elevation of the streets at the aforesaid points on their respective centerlines, if it substantially obstructs the view across the triangle.

In situations where trees of large diameter, large numbers of trees, or some combination of these are present, this provision shall be construed to mean that a sufficient number of trees shall be removed so as to render an object such as a motor vehicle clearly visible across the clear vision triangle from one street or road to another, the intent being to provide for the public safety. However, it shall not necessarily be construed to mean that every tree in the clear vision triangle must be removed. In a like manner, this restriction

shall not apply to posts and wire fences, provided that they do not obstruct visibility across the clear vision triangle.

10.3 Objects Permitted Within Setback Lines and Vision Triangles

The following objects shall be permitted within setback lines and vision triangles:

(1) Open fences.

(2) Telephone, telegraph, and power transmission poles, lines and portable equipment that is readily removable in its entirety.

(3) The planting and harvesting of field crops, shrubbery and trees, except that no trees or shrubbery shall be planted within a vision clearance triangle so as to obstruct the view.

10.4 Access Control

The Planning & Zoning Committee may require that common access be provided to any lots created by a division of land. Access points on an arterial highway or collector road shall not be within four hundred seventy (470) feet of each other (measured from center to center of each access point).

BASIC ILLUSTRATION OF CLEAR VISION TRIANGLES

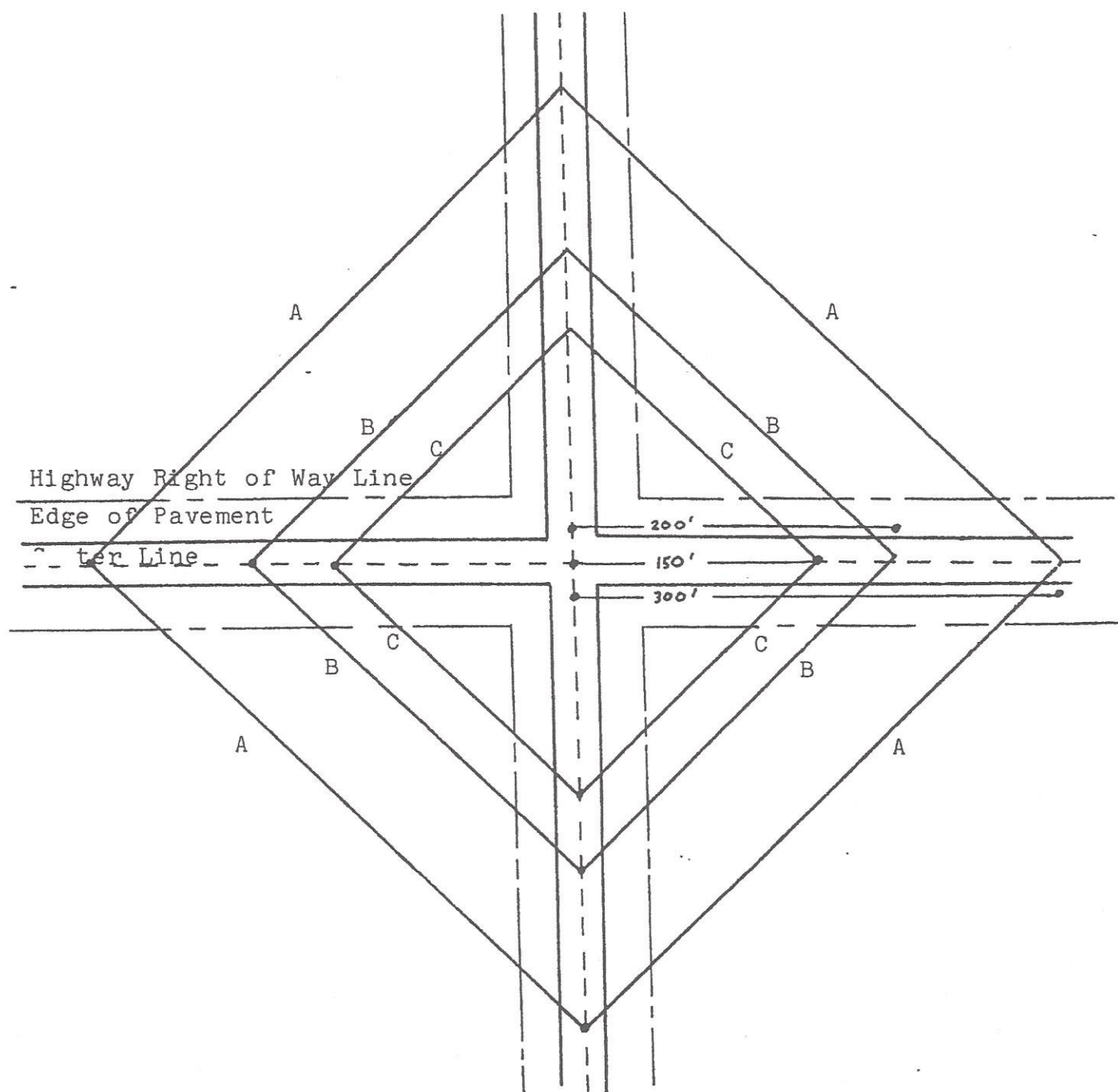
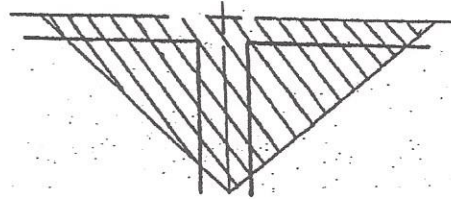
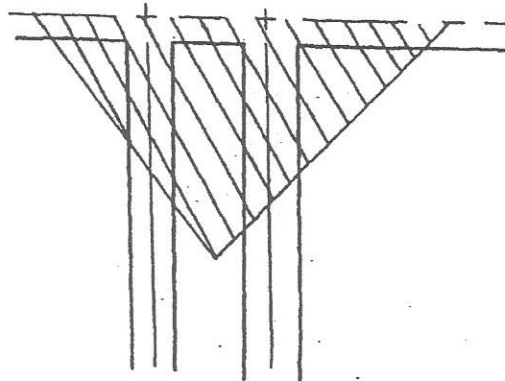


ILLUSTRATION OF
DESIGNATION OF CENTERLINE
FOR CLEAR VISION TRIANGLES

a. Undivided Pavement



b. Divided Pavement
Not Widely Separated



c. Divided Pavement Widely Separated

